1	2	3	4	5	6	7
4.	Cuddapah-Bangalore New line	2008-09	1000.23	0.01	29.00	971.22
5.	Obulavarpalli-Krishnapatnam New line	2006-07	732.81	95.00	50.00	587.81
6.	Munirabad-Mahboobnagar New line	1997-98	497.47	47.43	20.00	430.04

The project of Kakinada-Pithapuram new line not yet received requisite approval. The project of Obulavaripalli-Krishnapatnam is being implemented by Rail Vikas Nigam Limited through Special Purpose Vehicle. There are constraints of funds and projects are being progressed as per the availability of resources.

Rail line between Pandharpur to Miraj in Solapur

†1810. SHRI RANJITSINH VIJAYSINH MOHITE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is aware of the fact that the work of rail line between Pandharpur and Miraj in Solapur district of Maharashtra is moving at snail's pace and due to this, it would not be completed in next 10-15 years; and

(b) the deadline fixed to complete the said rail line and the funds allocated for this purpose year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : (a) and (b) The work of gauge conversion of Miraj-Pandharpur is targeted for completion by March, 2010. This is part of Miraj-Latur gauge conversion project on which an expenditure of Rs.521.51 crore has been incurred up to 31.03.2009. An outlay of Rs.100 crore has been provided for the project in Budget, 2009-10.

Railway bridge over Yamuna

1811. SHRI MOHAMMED ADEEB: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that due to limited capacity of railway bridges over Yamuna in Delhi, the incoming trains from East and South are required to halt at the outer and get delayed; and

(b) if so, the steps being taken to solve this problem?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : (a) No, Sir. The two existing bridges on River Yamuna in Delhi do not have any capacity constraint and the trains are not required to halt on account of the bridges.

†Original notice of the question was received in Hindi.

(b) Does not arise.

Renewal of rail track between Shikohabad and Farrukhabad

1812. SHRI SABIR ALI: Will the Minister of RAILWAYS be pleased to state:

(a) the latest position with regard to the renovation and renewal of the railway track between Shikohabad and Farrukhabad; and

(b) the steps being taken to expedite the work and complete it early?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : (a) and (b) The Track Renewal work for the entire 105.69 km of Shikohabad-Farrukhabad section has been completed.

Proposals for alternative rail routes

1813. SHRI SABIR ALI: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the alternative rail routes developed and proposed to be developed;

(b) the purpose of developing alternative rail routes;

(c) whether that purpose is being achieved;

(d) if so, the details thereof and if not, the reasons therefor; and

(e) the details of plans which are being made to achieve the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : (a) The Indian Railways is a vast rail network connecting North, South, East and West of the country. To go from the one point of the country to another, a number of alternate routes already exist. For example, the main route connecting North and south of the country is *via* Vijaywada, Kazipet, Ballarshah, Nagpur, Bhopal and Itarsi and the alternate route is *Via* Visakhapatnam, Titlagrh, Raipur to Nagpur. In addition, the Railways have plans to develop Dedicated Freight corridors to provide alternate routes for freight traffic. New routes are developed based on viability, demand, feasibility and operational need.

(b) Primarily to decongest main routes.

(c) to (e) Yes, Sir. The main routes are being decongested due to improved utilization of alternate routes. Capacity augmentation is being done by the Railways both on the main and alternate routes. For example, to improve line capacity on the main routes connecting North and South, various works have been sanctioned which include doubling, 3rd and 4th lines, automatic signalling, grade separator, Intermediate Block Sections, electrification, strengthening of tracks, yard remodelling, crossing stations and additional loops at stations. The capacity on alternate routes is also being augmented. To improve capacity on the alternate north-south route, doubling between Raipur and Titlagarh, third line between Vizianagarm and Kottavalasa and fourth line between Kottavalasa and Simhachalam north sections have been sanctioned.